### SHONTS TO BE FIRST WITNESS

HE WILL BE ASKED ABOUT THE TERMS OF INTER-MET MERGER.

Then Mr. Ivins Will Go Into the Operating Methods-WindJammers Shut Off at Hearing on Brooklyn Subway Contract Shakeup in Engineer's Department.

The first witness who will be called at the investigation of the subway, elevated and surface lines of the city which will be begun to-morrow by the Public Service Commission will be President Theodore P. Shonts of the Interborough company The examination of Mr. Shonts will not be prolonged, as he will be interrogated only upon the agreement upon which the merger between the Interborough and Metropolitan

William M. Iv ns, special counsel to the commission, will then start his inquiry into the operating methods of the companies. Mr. Ivins hopes to finish at the first two sessions of the inquiry the examination of Vice-President Bryan and General Manager Hedley of the Interborough company and President Vreeland and General Manager Oren Root, Jr , of the Metropolitan

It was learned yesterday that the commission has begun to look into the chief engineer's department. When the board came into office it took over the entire staff of the department as it existed under the old Rapid Transit Commission. There are more than 300 employees in this department, most of them engineers, and it is the opinion of some of the members of the commission that so large a staff is not required in view of the fact that the only construction work to be supervised at present is the Brooklyn subway extension and the bridge subway loop in this borough. In the last few months of the life of the old commission more than 100 men were added to the chief engineer's staff because of the desire of that commission that all the plans and specifications for all the proposed new subways it had mapped out should be completed by the time the Public Service Commission took office.

Because of the overhauling which is being made of the engineering force it was reported yesterday that Chief Engineer Rice was to be asked to resign. One of the rensons given why his step had been decided upon was that the commissioners believed that Mr. Rice had been too lenient with the contractors for the Flatbush avenue section of the Brooklyn subway.

"It is true that we are investigating the chief engineer's department," Chairman Willcox said yesterday, "but this is not due to any dissatisfaction we have with Mr Rice or his assistants. We merely wish to ascertain just what work so large a staff | Sheridan and Leinbach Finish Second Day is doing and to find out if there is a necessity for continuing to employ so many men as Mr. Rice has under him. It is probable that by reorganizing the department we may be able to effect economies, but never at any of the meetings of the commission has there been any suggestion made that it might be advisable to make any change in the head of the department.

The commission held a public hearing yesterday on the forms of contract drawn yesterday on the forms of contract drawn up by the old board for five of the sections of the Fourth avenue (Brooklyn) subway. These five sections are now ready for the advertising of bids for construction as soon as the contract provisions have been formally approved. At the hearing yesterday the old familiar group of real estate men and representatives of civic and other corranguations who in the days of the old organizations who in the days of the old board were allowed to talk for hours on every conceivable transit question but the one really under consideration ap-reared with the supposition that they were to have the same latitude. The illusion didn't last long. They had only just got under way when Chairman Willcox de-clared that as the hearing had been called to discuss the terms of the contract for the Fourth avenue subway the commission

open excavation work. He urged also that the height of the tunnel should be increased from 13 to  $14\frac{1}{2}$  feet so as to permit of the installation of the alternating current system of ventilation and to allow of an exchange of service with the surface railroad.

railroad.

Despite the objections made yesterday it is understood that the commission will approve the form of contract and that bids for the construction of the five sections of the subway will be advertised for without delay.

President Shorts and the officials of the Inter-Met for the last two months have been considering the advisability of putting a new type of car into service on the surface railroads. Their purpose is to prevent the large yearly monetary loss which is caused by the inability of the conductors of the kind of cars now being operated to collect the fares of all the passengers, particularly in the rush hours. It was ascertained yesterday that it has been decided to experiment with what is known as the Montreal car, and that by about October 1 the Medicar. car, and that by about October 1 the Madi-son avenue line will be equipped with this

type.

The particular feature of the Montreal car is that the passenger pays on entering. The rear platform is spacious and is divided into two sections by a crossrail. The passengers enter the car on one side of the rail and leave by passing out on the of the rail and leave by passing out on the other side. The conductor is stationed at the entrance section and sees that every passenger drops the fare into a box. When change is needed the conductor gives it out in an envelope similar to the system followed on the old buses of the Fifth avenualine. If the experiment is successful all the surface lines of the city will be equipped with these cars. with these cars.

### A LONESOME CROOK.

Back to England for Ed McLean, Whose Pals

Are Dead or in Jail. Ed McLean, the old time sneak thief, who was arrested Monday night in Broadway by Detectives Vallely and Collins, was arraigned before Magistrate Barlow in the Jefferson Market court yesterday morning. McLean showed up in court very neatly dressed, even to spats and walking stick, and with a bored air.

"What is the complaint?" asked the Magistrate.

'Vagrancy," said the detectives. "This man is one of the slickest sneaks in the business, and we thought we had better

business, and we thought we had better bring him in."

"If the Court pleases," said McLean calmly, "I am a broker, doing a legitimate business on the other side, and I am now visiting the home of my youth for pleasure and recreation. These men arrested me on Broadway without cause."

The Magistrate heard what Vallely and Collins had to say and discharged McLean. The old crook walked out of court, gripning

The old crook walked out of court, grinning at the detectives. Later he went up town to Sixth avenue and Forty-third street to thank Jimmy Wakely, his bondsman of the night before

night before.

he I shall probably return to England before many weeks," said McLean, "because most of my friends here are dead or in jail. It makes a man feel lonesome. Besides, these bulls here never let up on a man. I haven't turned a trick in New York for a quarter of a century, but I don't suppose I could walk along the Big Street any day without one of these fresh coppers clapping an ugly hand on my shoulders and saying "Come with me."

Old Ed McLean has been in the police books for forty years. When Jimmy Wakely first knew him he was a professional walker.

# **IMPORTANT TO SMOKERS OF FINE HAVANA CIGARS**

The last two crops of tobacco grown in Cuba show a shortage conservatively estimated at 30% to 40% below normal—a condition that has seriously affected the production of genuine clear Havana cigars and will continue to do so.

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## AMONG THE AUTOMOBILISTS

RUNABOUT DRIVERS STILL TIED FOR HOWER PRIZE.

of Extra Contest With Perfect Scores -Boston Motorists to Have Parade and Gymkhana Events for Old Home Week

The tie for the Hower prize for runabout drivers, undecided in the recent annual tour of the American Automobile Association from Cleveland to this city, remained un-broken last night at the end of the second day of the supplementary run between H. K. Sheridan's 30 horse-power White and G. S. Smith's 35 horse-power Stoddard-Dayton from Albany to Syracuse. Word reached here last night that both cars made the journey in schedule time without any trouble though the normal distance of 145 miles between the two cities had to be increased by detours made necessary by road repairs so that Mr. Sheridan and Edward Leinbach driver of the Smith car, travelled almost 155 mHes

touring board of the A. A. A., is preceding the two contestants in a confetti car. The roads travelled over yesterday were fair ones and the schedule time was 7 hours 45 our regular \$1.50 pajamas. When the cars left this city on clared that as the hearing had been called Monday morning it was reported that Mr Smith had played a practical joke on Mr Fourth avenue subway the commission would not listen to any sreeches not directly bearing on the subject.

R. W. Creuzbaur, consulting engineer to Borough President Coler of Brooklyn, suggested several changes in the contract and objected to the provision for nigh work on the ground that it would be unfair to the contractor, except at points where street crossings might be blockaded by open excavation work. He urged also that the height of the tunnel should be increased from 13 to 14½ feet so as to permit of the installation of the alternating current system of ventilation and to allow.

Smith had played a practical joke on Mr. Scheridan, as it was asserted that Mr. Scheridan, as it was asserted that Mr. Scheridan weighed 252 pounds. This was a libel was proved yesterday by Mr. Smith as an observer to ride with Mr. Scheridan, who persuaded Mr. Schirtz to delphian was found to tip the scales at but to the contractor. White and A. J. Scaife, fellow members with Mr. Sheridan in the Cleveland Automobile Club, are accompanying the drivers in the White touring cars with which they made perfect scores in the Glorent rophy competition. To-day the two contestants and their retinue drive from Syracuse to Buffalo.

from Syracuse to Buffalo.

The automobilists of Boston have determined to do their best to help amuse the visitors to the city during the Old Home Week celebration there this week and have arranged a number of gymkhana events and a parade. The gymkhana part of the entertainment will consist of six contests as follows: Obstacle race, twelve miles an hour race, old clothes race, slow race, brake test and balancing test. For the parade prizes will be awarded for the best appointed touring car, the best appointed runabout, the best apponited car driven by a woman with women passengers, the best decorated car and the most grotesque car. The parade and gymkhana events are to be held to-morrow.

khana events are to be held to-morrow.

William H. Hotchkiss of Buffalo, president of the American Automobile Association, presided over the meeting of the executive committee of the A. A. A. board of directors which was held yesterday at the association's offices at 437 Fifth avenue. The others present were George E. Farrington, Automobile Club of New Jersey: Lewis R. Speare, Bay State Automobile Association: A. G. Batchelder, New York Motor Club: Charles T. Terry, chairman of the legislative board Robert P. Hooper, chairman of the good roads board, and F. H. Billott, secretary of the organization. Reports were received from Chairmen Terry and Hooper and from A. R. Pardington, acting chairman of the racing board. Chairman Hower of the touring board did not send in a report. No announcement of the deliberations of yesterday's meeting was made except that the reports received would be published later.

made except that the reports received would be published later.

The members of the Mechanical Branch of the Association of Licensed Automobile Manufacturers held their midsummer meeting at Buffalo on Monday and yesterday in conjunction with the Society of Automobile Engineers. The mechanical branch had its meeting on Monday at the Automobile Club of Buffalo, when in the morning several papers were read on the qualities and use of steels. Magnetos were discussed at the afternoon and evening sessions, F. T. Birdsall, chairman of the magneto committee, making an address on this subject, which he illustrated with lantern slides. On Monday the engineers inspected the new Thomas factory and yesterday they looked over the new plant of the Pierce company. After going through the Pierce plant the party was taken over into Canada for a ride in a number of Thomas and Pierce cars, driving down the Niagara River to Lewiston and return from Niagara Falls.

The following members of the mechanical branch were present: H. E. Coffin and F. P. Nehrbas, E. R. Thomas Company: A. L. Riker and E. F. Russell, Locomobile Company: Otherles B. King, Northern Motor Car Company: D. Ferguson and Duncan H. Pierce, George N. Pierce Company; Charles R. Greuter, Matheson Motor Car Company; E. T. Birdsall, Seldon Motor Vehicle Company; E. T. Birdsall, Seldon Motor Wehicle Company; C. E. Calkins, Studebaker Automobile Company; J. G. Perrin, M. Z. Vian and M. S. Young, Lozier Motor Company; G. A. Dunham and R. M. Jackson, Olds Motor Works; Lindley D. Hubbel and Frank W. Cooke, Pope Manufacturing Company; H. P. Maxim, Fleetric Vehicle Company; John Wilkinson, H. H. Franklin Manufacturing Company, and Walter L. Marr, Buick Motor Company.

### Trial Trip of the Windward.

The vawl Windward, built from designs by H. J. Gielow for J. M. Goetchius, has been tried and showed up remarkably well. She was built by Robert Jacob and during the trial had her owner and the builder on board. The Windward was tried on all board. The Windward was tried on all points of sailing and during the day had trials with some of the best known schooners in commission. The yawl had little difficulty in getting to windward of them. The Windward is 96 feet 3 inches over all, 64 feet 2 inches on the water line, 19 feet 6 inches beam, and 10 feet 8 inches draught. She will be equipped with a gasolene motor next season. The yacht we take part in the cruise of the New York Yacut Club next week.



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NEW YORK YACHT CLUB CRUISE. Regatta Committee Issues Salling Instructions for Annual Event.

The regatta committee of the New York Yacht Club, H. de B. Parsons, Ernest E. Lorillard and Walter C. Kerr, has issued the sailing instructions for the annual cruise of the club which will begin on Thursday, August 8. There will be the usual cruising runs from port to port, and the regatta committee will at the request of yacht owners make special classes in racing or cruising trim, provided they do not interfere with the regular classes. This year the squadron runs will be sailed without time allowance. Crossing the line with private signal and racing number displayed will be regarded as an entry, provided the yacht's rating measurement is on file with the committee. Auxiliaries may enter in the regular classes or in the special classes for auxiliaries. These special classes will be all over 70 feet, under 70 feet and over 50 feet, and

all under 50 feet.

After the commodore has ordered the squadron under way the committee will establish the starting and finishing lines. The first run will be to Huntington and, as the distance from Glen Cove to Huntington is short, two courses have been picked out and the direction and force of the wind will decide which one the committee selects. The finish of both will be in Huntington harbor. One course is thirty miles and the other 15.4 miles. The next day, Saturday, August 10, the start will be made from a mark 1% miles south southwest of Eaton's Neck and the finish will be at Sarah's Ledge buoy, 64.1 miles away The yachts will start again on Monday, August 12, from off Sarah's Ledge, outside New London, and race to Newport, finishing off Brenton's Reef lightship, forty miles. From this finishing point they will start

off Brenton's Reef lightship, forty miles.

From this finishing point they will start again on Tuesday morning and sail to Vineyard Haven, finishing off West Chop buoy, thirty-seven miles, and on Wednesday they will return to Newport.

The Astor cup races will be sailed on Thursday, August 15, and the King's cup races on Friday, August 16. For these two races special instructions have been issued.

In each class there will be a club prize when two yachts start, a second prize when four start and a third prize when eight start. In addition to these prizes several special cups have been offered. The Rear Commodore's cups will be for the run from Glen Cove to Huntington. There are two cups for schooners all in one class and two for sloops and yachts all in one class, with full time allowance from actual measurement.

The Vice-Commodore's cups will be for the run to New London. These cups, of which there are four, are raced for under the same conditions as the Rear Commodore's cups, and on the run to Newport there will be four cups donated by the Commodore. The Navy Challenge cups, one for schooners and one for sloops, are for the run to Vineyard Haven, and the Alumni Association of U. S. N. challenge cups are for the run back to Newport.

The start for all classes L and below will

If. S. N. challenge cups are for the run back to Newport.

The start for all classes L and below will be one gun, and for all classes above L and auxiliaries two minutes are allowed to get across the line.

When sailing for the flag officers' cups schooners of Classes A, B and C will be in the first division and schooners of classes D, E, DD and EE in the second division. The first division of sloops and yawls will be classes F, G, H, J and K, and the second division classes L, M. N. P and the N. Y. Y. C. thirties.

Sloop Nora Raised. The sloop yacht Nora, owned by Lewis Iselin, which was sunk during the regatta last Saturday in the Sound, has been raised. Her owner, fortunately, had time to buoy the apot before his yacht went down. The Mist has not been found yet.



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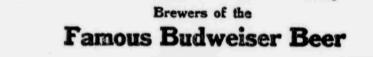
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